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SOURCE Izgreve.PRAISE ECONOMIC AID FROM USSR

TRADE INCREASES, REPARATIONS REDUCED -- Sofia, Izgreve, 30 Sep 50

According to official data, Bulgarian imports from the USSR between 1945 and 1948 included ferrous metals, steel, cast iron, etc., worth 20 billion leva. In addition, nonferrous metals, such as copper, tin, aluminum, and others totaling approximately 2.5 billion leva, and technical materials and machinery totaling about one billion leva, were received during the same period.

In 1949 total Bulgarian imports from the USSR increased by 20 percent; ferrous metal imports increased by 95 percent, nonferrous metals by 350 percent, instruments and machinery by 195 percent, machine bearings by 620 percent, etc. According to the 1950 trade agreement between the two countries, the goods exchange will again be increased by 20 percent over 1949. Bulgaria will receive large quantities of cotton, oil derivatives, industrial equipment, agricultural machinery, fertilizer, and other products for the modernization of its industry and the mechanization of agriculture.

Furthermore, the Soviet government agreed to reduce by one half Bulgaria's debt, established in accordance with the peace treaty, for war reparations totaling 9 billion US dollars. The USSR likewise relinquished its claim to 2,970,000,000 leva for war damages to Soviet property and released to Bulgaria Soviet enterprises valued at 576 million leva.

Soviet specialists supervised the construction of the Stalin thermal electric plant and the nitrogen fertilizer plant, which were constructed from Soviet materials exclusively.

USSR AIDS BULGARIA IN RR WORK -- Sofia, Izgreve, 3 Oct 50

The aid extended by the USSR in improving and modernizing the Bulgarian railroad system started as early as in 1946, when Soviet specialists first introduced the use of rust-preventing compounds, firebox domes, and the regular blowing-out of smokestacks. Under the supervision of these specialists, new technological methods were introduced at junctions and railroad yards.

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Following a request of the Bulgarian government, four more specialists were sent this year from the USSR to work on the Bulgarian railroad system. Furthermore, three representatives of the Soviet Rail and Automobile Workers' Union, Kulyabko, Skobelev, and Olimpiyadi, arrived in February 1950 and stayed one month to cooperate with the Bulgarian Transportation Workers' Union and the Ministry of Transportation in reforming the structure of the union. As a result of this work, the financial organization was strengthened, new and more realistic indexes were set up for competitive work, and better work schedules for production conferences were adopted. New forms were established for the conclusion of collective agreements, and new rules for the payment of bonuses and for work in excess of the norm, as well as a new regulation of working hours and the introduction of better safety measures. The Soviets delegates were also present at the arrival of the record freight train in Plovdiv on 22 February 1950, carrying 800 tons of freight instead of the 525 provided by the norm.

At present, heavy freight trains carrying millions of tons in excess of the norm have become a usual phenomenon, and are providing enormous savings for the national economy. The maintenance of perfect switch services has also been introduced throughout the country; other accomplishments are the directing of trains strictly according to charts indicating their daily runs, (500 kilometers for example), the use of lignite, car repairs without disconnecting the trains, maximum utilization of rolling stock and locomotive capacity, etc. Heavy freight trains are now being operated even on the difficult section of the Sofia-Vladaya-Dimitrovo line.

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